

## **DRAFT FINDING OF NO SIGNIFICANT IMPACT (FNSI) FOR DECONSTRUCTION AND REPLACEMENT OF BRIDGES 12, 13, AND 14 AT REDSTONE ARSENAL, ALABAMA**

Pursuant to the Council on Environmental Quality (CEQ) regulations (40 CFR 1400-1508) for implementing the procedural provisions of the National Environmental Policy Act (42 U.S.C. 4321 et seq.) and the U.S. Department of the Army Regulation 32 CFR 651 (Environmental Analysis of Army Actions; Final Rule), the U.S. Army Garrison - Redstone conducted an Environmental Assessment (EA) of potential environmental effects associated with deconstruction and replacement of bridges 12, 13, and 14.

**Purpose and Need.** US Army Garrison – Redstone requires safe travel for personnel and goods on Redstone Arsenal. Martin Road is the major east-west throughfare, exits RSA at Gate 7 on the west and Gate 1 to the east. Approximately 6,780 vehicles, mostly Army and NASA Marshall Space Flight Center (MSFC) personnel, enter through Gate 7, travel Martin Road West, and cross three bridges during a typical workday (Noles, Pers. Comm.). Failure of any of the bridges could be catastrophic; bridge 12 is close to failure and a safety concern. Bridge replacements would maintain the safety and integrity of traffic flow and remove potential for consequent injuries.

A CERCLA site boundary, northeast of bridge 12, is coincident with underground utilities requiring relocation during bridgework. Archaeological preservation areas exist on both sides of the embankment; Martin Road was built through a Native American settlement site prior to RSA archaeological surveys. Therefore, areas available for the bridgework and utilities are restricted.

**Description of the Proposed Action.** The U.S. Army Garrison – Redstone (Figure 1) proposes to deconstruct and replace bridges on Martin Road West on RSA. Three bridges are proposed for replacement. Bridge 12 is NHRP eligible but is already unsafe for trucks and is rapidly deteriorating to complete closure. Bridges 13 and 14 are culvert bridges providing Indian Creek flood relief flow. Replacing the bridges concurrently will preclude Martin Road West bridge failure emergency closures. Bridge 12 deconstruction mitigations are included in an MOA with ALSHPO, verbally agreed to and in signature process.

**Alternatives Including the Preferred Alternative.** Five alternatives were considered for the Proposed Action including the No Action Alternative. Alternative 1, the Preferred Alternative, is concurrent deconstruction and replacement bridges 12, 13, and 14. Alternative 5 is the No Action Alternative, where bridges 12, 13, and 14 would be used until failure. Alternatives 2, 3, and 4 were not carried forward for evaluation. They did not meet the purpose and need of the Proposed Action.

**Preferred Alternative.** The Preferred Alternative is to deconstruct and replace bridges 12, 13, and 14 concurrently. Archaeological site boundaries would be fenced off and the CERCLA site avoided. Utilities would be relocated and a retaining wall constructed to prevent archeological site encroachment. Martin Road West would be temporarily closed and construction activities would occur with equipment placed on the roadway embankment. Debris accumulation, hydraulic obstructions, and channel excavations would be avoided. Demolition material would be landfill disposed. The WPA plaque embedded on bridge 12 would be preserved by the Garrison.

**No-Action Alternative.** Under the No Action Alternative, the U.S. Army Garrison – Redstone would continue to use the bridges until they fail. This Alternative would put RSA personnel and visitors at risk of injury from bridge failure during crossing. The No Action Alternative does not meet the purpose and need for undertaking the Proposed Action, but serves as a baseline for

comparison of environmental effects of the proposed action alternatives and cannot be eliminated from analysis under the CEQ NEPA regulations (40 CFR 1502.14(d)).

**Environmental Effects.** The EA, incorporated by reference into this FNSI, examined the potential effects of the proposed action on thirteen areas of environmental concern: air quality, health and safety, biological resources, cultural resources, hazardous waste and materials management, geology and soils, land use, noise, transportation, utility systems, water resources, socioeconomics, environmental justice, and cumulative impacts. There would be potential short-term minor adverse effects to air quality, soils, and transportation from implementing the Preferred Alternative. Over time, the preferred alternative could result in substantial beneficial effects to health and safety and transportation through securing the safety of Martin Road bridges and continued use of Martin Road West to Zierdt Road. Bridge 12 work would include mitigations and would not have a significant impact. Impacts to other affected area(s) would not be significant. No impacts would occur to the remaining environmental resources. As part of the proposed action, US Army Garrison - Redstone would implement appropriate mitigation measures, as identified in the EA, for cultural resources and soils.

**Conclusion.** Based on the EA, it has been determined that the Preferred Alternative would have no significant direct, indirect, or cumulative impacts on the quality of the natural or human environment. Since no significant environmental impacts will result from the proposed action, an Environmental Impact Statement is not required and will not be prepared.

**Public Comment.** The Draft FNSI and Final EA are available for review and comment for 15 days from the date of this statement. Copies of the Draft EA may be obtained by contacting Ms. Lira Frye, US Army Garrison -Redstone Public Affairs Office, (256) 955-9173, ATTN: IMSE-RED-PA, Redstone Arsenal, Alabama 35898-5000 or by accessing the US Army Garrison - Redstone webpage at <http://www.environmental.redstone.army.mil>. Comments should be submitted by mail or by electronic mail via the webpage link.